

# **CITY OF WHEATLAND**

## **GENERAL PLAN UPDATE**

### **STREET MASTER PLAN**

### **COST ALLOCATION TECHNICAL REPORT**



**Prepared September 16, 2005**

**Adopted July 11, 2006**

**January 31, 2006 rev.**

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## EXECUTIVE SUMMARY

### **General**

The Wheatland General Plan Update (GPU) is a proposed mixed use urban development consisting of residential, commercial, industrial, office, open space, roads, parks, schools and a civic center. Included within the Project site will be a portion of the proposed north-south Highway 65 (HWY65) bypass.

This report is an attachment to the Report entitled "Traffic Impact Analysis for the City of Wheatland General Plan Update, Circulation Element" dated September 13, 2005 prepared by kD ANDERSON Transportation Engineers. This report documents the opinion of probable costs associated with the implementation of the Circulation system improvements outlined in the kD ANDERSON report.

In addition, a 2-lane interim arterial road, the first phase of the Highway 65 bypass on the east side of the GPU, is included from its connection to the Lincoln bypass south of the Bear River in Placer County to an interim connection north of Dry Creek at Jasper Lane.

Using the Preferred Land Use Map, the various Land Use blocks were assigned a "village" number. These villages were then assigned a traffic demand based on the Village Land Use & Size.

The proposed GPU land uses are shown on Figure 1 and 1A, and summarized in Table 1.

A summary of approximate areas are as follows:

GPU: Traffic demand areas	3,469 acres *
Urban reserve areas (UR)	4,736 acres *
Total GPU area	8,205 acres *
Existing City Limits	480 acres
Total GPU area + City Limits	8,685 acres

\* Area does not include existing UPRR and existing Highway 65

Note that the GPU acreage used in this report does not include the existing inside City limits major street system, except for some portions of roads that will need enlargement or improvement to facilitate the GPU system. Street demands for the existing City limits are included in the GPU demands, as the proposed GPU major street system, because of its location, will take some of the existing City traffic. The GPU area does include the urban reserve (UR) areas, but no street demands are assigned to the UR areas.

### **Traffic Demands**

The kD ANDERSON report provided the traffic demands, distribution, number of lanes needed by location and signalization locations. Traffic demands by land use type used were for the purpose of determining responsibility of cost assignment without consideration of reduction for pass by traffic, directional distribution, outside through traffic, or diverted traffic.

GPU Average Day Traffic (ADT) demands are summarized as follows:

<b>Location of Traffic Demand</b>	<b>Average Daily Traffic ADT</b>
GPU: Traffic demand	280,168
<u>Urban reserve (UR)</u>	<u>0</u>
<b>Total GPU area</b>	<b>280,168</b>
Existing City Limits: Traffic demand	<u>32,250</u>
<b>Total GPU area + City Limits</b>	<b>312,418</b>

Table 1 provides a summary by land use types and ADT demands and equivalent dwelling units (EDU's) for the GPU area.

### **Street System Type and Location**

Based on the KD ANDERSON report, the number of lanes and road sections were developed with amenities included such as landscaping, and sound walls where applicable.

Figure 2 provides the major road cross-sections for the various types of roads and Figure 3 shows the road "id" location number and road section type.

### **System Cost**

The GPU major road system costs are summarized as follows:

<b>Location of Major Road</b>	<b>Adjusted Cost</b>
GPU: Outside City limits	\$113,151,502
<u>Urban reserve (UR)</u>	<u>\$ 0</u>
<b>Total GPU area</b>	<b>\$113,151,502</b>
Existing City Limits Cost	<u>\$ 853,052*</u>
<b>Total GPU area + City Limits</b>	<b>\$114,011,554</b>
Interim Arterial, 1 <sup>st</sup> Phase of 65Bypass	<u>\$ 40,000,000</u>
<b>Grand Total</b>	<b>\$154,011,554</b>

\* Of the existing City amount of \$853,052, \$550,174 is for the new road #160 through Village 160 at the NW side of Highway 65.

Table 2 includes the cost estimate for each of the major road components.

### **Allocation of System Costs**

Most of the major 4-lane road system and the 2-lane interim arterial (1<sup>st</sup> phase 65Bypass) item costs, except for existing Highway 65 roads through town and two signals costs, are allocated to each outside village based on the ratio of the village ADT to the total of all outside villages ADT multiplied by the road item cost.

Most of the major 2-land roads are generally allocated to each abutting (or near abutting) outside village based on the ratio of the villages ADT to the total abutting (or near abutting) villages ADT multiplied by the road item cost.

Most of the inside existing City limits road costs are allocated to all villages inside and outside based on the ratio of the village ADT to the total of all villages ADT multiplied by the road item cost. (Note that the costs for these road section improvements are to upgrade portions and do not require full new construction).

Table 3 includes a summary by land use types of the unit and total associated costs using the above methodology.

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WHEATLAND GENERAL PLAN UPDATE  
COST ALLOCATION TECHNICAL REPORT  
January 31, 2006 rev.**

**I. INTRODUCTION**

**General**

The Wheatland General Plan Update (GPU) is a proposed mixed use urban development area located on approximately 8205-acres surrounding the existing City of Wheatland's corporate boundary. The area is currently in the unincorporated area of southern Yuba County and within the City's Sphere of Influence (SOI). The GPU is in general located between Dry Creek on the north, Bear River on the South, Jasper Lane on the east, and the existing sphere of influence limits of Wheatland on the west. The area is proposed to eventually be annexed to the City and developed. The project site is shown, along with its relationship to the existing City and proposed GPU land uses on Figures 1 and 1A.

The GPU area is sparsely developed as farmland except on the west side where some large lot residential areas are located.

The GPU area will eventually be annexed into the City. Thus, the land use entitlement process will be under the jurisdiction of the City, which will serve as the lead agency.

**Project Description**

The GPU proposes mixed-use urban development consisting of residential, commercial, industrial, office, open space, roads, parks, schools and a civic center. Included within the Project site will be a portion of the proposed north-south Highway 65 (HWY65) bypass.

This report is an attachment to the Report entitled "Traffic Impact Analysis for the City of Wheatland General Plan Update, Circulation Element" dated September 13, 2005 prepared by kD ANDERSON Transportation Engineers. This report documents the opinion of probable costs associated with the implementation of the Circulation system improvements outlined in the kD ANDERSON report.

In addition, a 2-lane interim arterial road, to be the first phase of the Highway 65 bypass on the east side of the GPU, is included from its connection to the Lincoln bypass south of the Bear River in Placer County to an interim connection north of Dry Creek at Jasper Lane.

Using the Preferred Land Use Map, the various land use blocks were assigned a "village" number. The villages were then assigned a traffic demand based on the village land use type and size.

The proposed GPU land uses are shown on Figure 1 and 1A, and summarized in Table 1.

A summary of approximate areas are as follows:

GPU: Street demand areas	3,469 acres *
Urban reserve areas (UR)	4,736 acres *
Total GPU area	8,205 acres *
Existing City Limits: Street demand areas	480 acres
Total GPU area + City Limits	8,685 acres

\* Area does not include existing UPRR and existing Highway 65

Note that the GPU acreage used in this report does not include the existing inside City limits major street system, except for some portions of roads that will need improvement to facilitate the GPU system. Street demands for the existing City limits are included in the GPU demands as the proposed GPU major street system, because of its location, will take some of the existing City traffic. The GPU area does include the urban reserve (UR) areas, but no street demands are assigned to the UR areas.

### **Interim Arterial Road, first phase of Highway 65 bypass**

The future Highway 65 Bypass (65Bypass) in the Wheatland area is proposed to be fully developed, at least a 4-lane, no access highway located on the east side of the GPU area along a general alignment with Jasper Lane. The 65Bypass will have a southern connection in Placer County south of the Bear River at the north end of the proposed Lincoln Highway 65 Bypass and a northern connection in Yuba County to the existing developed 4-lane Highway 65 near Beale Road and at least one interchange at/near Spenceville Road.

An interim arterial road to be constructed as part of the GPU will be a 2-lane at grade road within the right-of-way needed for the future 65Bypass. The road will extend from a temporary southern connection near the north end of the proposed Lincoln Highway 65 Bypass and a temporary northern termination connection to Jasper Road north of Dry Creek. The interim arterial road portions will be constructed to Caltrans standards as a highway and in general concept consist of the following major components:

1. Reservation of the ultimate 65Bypass right-of-way needed for the limits of the proposed interim length from proposed Lincoln Bypass connection to north of Dry Creek.
2. Construction of a 2-lane at grade no access arterial road with shoulders (one side of a future 4-lane highway) including from south to north:
  - a. An interim signalized intersection to the proposed north end of the proposed Lincoln Bypass in Placer County;
  - b. A two-lane bridge over the railroad in Placer County unless the RR is relocated to the east;
  - c. A two-lane bridge over the Bear River;
  - d. An interim signalized at grade intersection at Spenceville Road;
  - e. A two-lane bridge over Dry Creek;
  - f. An interim connection into Jasper Lane just north of Dry Creek.

### **Purpose of Street Master Plan Cost Allocation Technical Report**

The purpose of this GPU street master plan (STMP) is to utilize the KD ANDERSON's "Wheatland GPU Traffic Report" road circulation patterns and proposed street sections to:

1. Prepare a cost estimate to construct the major street system facilities needed;
2. Prepare a method of allocation of cost to the various areas for use in a financing section of the GPU;
3. Provide a summary of the report that can be used in the GPU general report.

The Plan is preliminary and subject to modification and change during processing of the Project through the City and in response to other agency, developer, community, public comments and reviews, and environmental issues.

If street demands change because of adjustments in land uses, the issues to be addressed related to the street system will be the same but to a lesser or greater extent dependent on the adjustments made. However, even if changes occur, the basic framework in the STMP can be readily adjusted to recalculate and address the changes.

Costs for the interim arterial road (first phase of the 65Bypass) and for improvement of the existing Highway 65 through the City are included as projects to be funded by the GPU. State obligation for funding or sharing in the funding of some of the existing Highway 65 improvements because of the substantial north/south through traffic may help to reduce the burden on the existing City and GPU areas. However, for this report, it has been assumed as a worst-case scenario, that no State funding for existing Highway 65 improvements will be available.

## **II. JURISDICTIONAL STREET AGENCIES**

### **General**

The City of Wheatland will be the owner and operator of the major street system and related facilities except for the existing Highway 65 through town. The existing Highway 65 will be under the State jurisdiction for maintenance and operation until such time as the new Highway 65 bypass is constructed. Once the Highway 65 bypass is constructed it is assumed that the existing Highway 65 through the City will become the City's responsibility to maintain and operate.

### **State of California**

1. Caltrans for existing Highway 65 and the proposed Highway 65 bypass.

### **Placer County**

1. For interim connection to the north end of the Lincoln Highway 65 Bypass north to the Bear River.

### **Yuba County**

1. For interim connection to Jasper Lane just north of Dry Creek.

## **III. PROJECT TRAFFIC DEMANDS**

The kD ANDERSON report provided the traffic demands, distribution, number of lanes needed by location and signalization locations. Traffic demands by land use type were

used for the purpose of determining responsibility of cost assignment without consideration of reduction for pass by traffic, directional distribution, outside through traffic, or diverted traffic.

Table 1 provides a summary by land use type, average day traffic (one way trips) demands (ADT) and equivalent dwelling units (EDU's) for the GPU area. One EDU is defined as the amount of ADT generated by a single family detached residential lot, or one (1) EDU is equivalent to 9.0 ADT. Demands included in Table 1 have been developed for the City of Wheatland based on City characteristics and from other similar areas within the Sacramento Valley.

GPU ADT demands are summarized as follows:

<b>Location of Traffic Demand</b>	<b>Average Daily Traffic ADT</b>
GPU: Traffic demand	280,168
<u>Urban reserve (UR)</u>	<u>0</u>
<b>Total GPU area</b>	<b>280,168</b>
Existing City Limits: Traffic demand	<u>32,250</u>
<b>Total GPU area + City Limits</b>	<b>312,418</b>

Appendix A includes a further breakdown of the domestic use information included above by village. Note that the urban reserve designated areas have no demands assigned to them at this time. Appendix A contains:

1. Figure 1 and 1A of the GPU area with identifying numbers for village areas by location and land use type. The identifying numbers for this report are called villages;
2. Table A1 with each village's identifying number, acreage, and number of dwelling units if applicable, the land use type, and the ADT demand.

The Numbering system used for Figure 1 and 1A and included in Table 1 is described as follows:

The GPU area was divided into 4 quadrants as follows:

The 100 quadrant:

Is located north of Wheatland Road and west of existing HWY65  
Numbers 160 and up represent areas inside existing City limits.

The 200 quadrant:

Is located north of Spenceville Road and east of existing HWY65  
Numbers 260 and up represent areas inside existing City limits.

The 300 quadrant:

Is located south of Wheatland Road and west of existing HWY65  
Numbers 360 and up represent areas inside existing City limits.

The 400 quadrant:

Is located south of Spenceville Road and east of existing HWY65  
Numbers 460 and up represent areas inside existing City limits.

#### IV. STREET SECTION

##### **General**

The proposed major road system consists of four lane and six lane looped roads with signals, overpass or underpass, RR crossings, and major two-lane roads as determined by the KD ANDERSON report. In addition, the ultimate road sections to be used included travel lanes, landscaping, turn lanes, and sound walls where adjacent to residential areas for four lane and larger roads.

##### **Street Section Components**

The proposed street cross sections are shown on Figure 2 and component parts for each section per lineal foot of road by type are tabulated in Appendix C, Table C1.

##### **Street Item Labeling**

Street item number label and location method corresponds to the quadrant number system noted above except for the interim arterial first phase of the 65Bypass.

The interim first phase of the 65Bypass is labeled 223\_409 and extends for the total length of improvements between the north end of the proposed Lincoln bypass to the Jasper Lane connection north of Dry Creek.

Figure 3 shows the major road locations, type street section "id", and the item number for the major street system section.

The GPU major road system mileage is summarized as follows:

<b>Location of Major Road</b>	<b>Miles</b>
GPU: Outside City limits	25.0
Urban reserve (UR)	0
<b>Total GPU area</b>	<b>25.0</b>
Existing City Limits mileage	6.7
<b>Total GPU area + City Limits</b>	<b>31.7</b>
Interim arterial in 65Bypass: In Yuba Co.	3.8
In Placer Co.	2.6
<b>Grand Total</b>	<b>38.1</b>

#### V. COST ESTIMATE

For the GPU plan, the opinion of probable construction cost as adjusted is \$154,011,554.00 and includes the cost of each street section type, where applicable, including the cost of excavation, aggregate base, pavement, curb & gutter, sidewalk, landscaping, non-major drainage culverts and inlets, underground dry utilities (phone, CATV, gas, electric), sound walls, signals, RR Crossings, street lights, pavement strips and signage, and land cost. Land costs were assigned to new road sections based on the proposed right-of-way width needed and a cost of \$10,000/acre and are include in the unit road costs/lineal foot. The cost also includes the interim arterial first phase of the 65Bypass from the Lincoln Bypass in Placer County to north of Dry Creek in Yuba County.

Table 2 includes, the street item number, section "id" type, number of units (feet of road, number of signals, etc.), unit price, total estimated construction cost and total adjusted cost. The adjusted cost includes 30% added to the estimated construction cost for design, agency plan check and inspection fees, processing, and contingencies.

The unit costs per road section "id" type with a breakdown of what is included in each section "id" are summarized in Appendix C, Table C1, and are based on recent costs in the Wheatland and Roseville area for similar work.

The GPU major road system costs are summarized as follows:

<b>Location of Major Road</b>	<b>Adjusted Cost</b>
GPU: Outside City limits	\$113,151,502
Urban reserve (UR)	\$ 0
<b>Total GPU area</b>	<b>\$113,151,502</b>
Existing City Limits Cost	\$ 853,052*
<b>Total GPU area + City Limits</b>	<b>\$114,011,554</b>
Interim Arterial, 1 <sup>st</sup> Phase of 65Bypass	\$ 40,000,000
<b>Grand Total</b>	<b>\$154,011,554</b>

\* Of the existing City amount of \$853,052, \$550,174 is for the new road #160 through Village 160 at the NW side of Highway 65.

## VI. COST ALLOCATION

Major Road facility costs are allocated to each village based on the criteria outlined below:

1. **Four lane** major road sections and signals:
  - a. Except for existing Highway 65 roads through town and two signals, costs are allocated to each outside village based on the ratio of the village ADT to the total of all outside villages ADT times the road item cost.
  - b. The existing Highway 65 roads through town and two signals costs are allocated to all villages inside and outside based on the ratio of the village ADT to the total of all villages ADT times the road item cost.
2. **Two lane** major roads are generally assigned to the abutting villages as follows:
  - a. Outside existing City limits, costs are allocated to each abutting (or near abutting) outside village based on the ratio of the villages ADT to the total abutting (or near abutting) villages ADT times the road item cost.
  - b. Inside existing City limits road item #160 cost was assigned entirely to village 160.

- c. Other inside City limits road section costs are allocated to all villages inside and outside based on the ratio of the village ADT to the total of all villages ADT times the road item cost. (Note that the costs for these road section improvements are to upgrade portions and do not require full new construction).
- 3. **Two lane interim arterial, first phase of 65Bypass:**
  - a. Costs are allocated to each outside village based on the ratio of the village ADT to the total of all outside villages ADT times the road item cost.

Table 3 includes a summary by land use types and the total associated cost using the above methodology.

Appendix C, Table C2 contains a breakdown for each village's assignment and share of the major street item costs.

## **TABLES**

**TABLE 1**  
**LAND USE SUMMARY**  
**WHEATLAND GPU**  
**MAJOR INFRASTRUCTURE**  
**September 12, 2005**

**STREETS, Rev. 1/30/2006**

LAND USE	DESCRIPTION	ACRES	DWELLING  UNITS	TRAFFIC RATES ADT		ROAD EDU's	
				/unit	total	/unit	total
Single Family Residential							
LDR	Low Density Residential	1824.6	7,298	9.0	65,685	1.00	7,298
PD-3.3	Residential 70' x 130'	0.0	-	9.0	-	1.00	-
PD-4	Residential 65' x 120'	0.0	-	9.0	-	1.00	-
PD-4.5	Residential 55' x 110'	0.0	-	9.0	-	1.00	-
LMDR	Low/Medium Density Res.	434.6	2,173	9.0	19,557	1.00	2,173
MDR	Medium Density Residential	256.1	2,049	9.0	18,439	1.00	2,049
Total Single Family Residential		2515.3	11,520		103,682		11,520
Other							
PD-12	Residential	0.0	-	6.5	-	0.72	-
HDR	High Density Residential	70.5	1,129	6.5	7,336	0.72	815
Total Multi-Family Residential		70.5	1,129		7,336		815
Total Residential		2585.8	12,649		111,018		12,335
Other							
C	Commercial	118.6	0	355	42,085	39.44	4,676
E	Employment	298.9	0	355	106,117	39.44	11,791
BP	Business Professional	0.0	0	291	-	32.33	-
P	Park	99.1	0	25	2,478	2.78	275
Pcp	Community Park	0.0	0	25	-	2.78	-
MS	Middle School	36.9	0	50	1,843	5.56	205
HS	High School	51.2	0	50	2,559	5.56	284
ES	K-6 School	71.8	0	50	3,588	5.56	399
OS	Open Space	141.8	0	0	-	0.00	-
ROAD	Roads R/W	0.0	0	0	-	0.00	-
Total Other		818.2	-		158,669		17,630
		3404.0	12,649		269,687		29,965
BUSINESS PROFESSIONAL							
CC	Civic Center	21.8	-	291	6,347	32.33	705
WWTP	Wastewater Plant	29.0	-	1	29	0.11	3
PB	Other Public	14.1	-	291	4,106	32.33	456
LI	Light Industrial	0.0	-	291	-	0.00	-
UR	Urban Reserve	4736.2	-	0	-	0.00	-
65BP	SR65 Bypass/Interchange	0.0	-	0	-	0.00	-
Total Business Professional		4801.1	-		10,482		1,165
Grand Total General Plan Study Area		8205.1	12,649		280,168		31,130

landusesum@B10

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**TABLE 2**  
**STREETS, OPINION OF PROBABLE CONSTRUCTION COST**  
**WHEATLAND GPU**  
**MAJOR INFRASTRUCTURE ROAD DEMANDS**  
**September 12, 2005**

Rev. 1/30/2006

Sheet: R-Cost-On @ B1

file: K:\1proj\12xx\1252\GPUusedemands081205.xls

**TOTAL COST**

ITEM NO	RD. TYPE		DESCRIPTION	QUANTITY	UNIT	COST	TOTAL	ADJUSTED COST @ 1.3	PART OF \$ ROAD R/W(out of City)			
	letter	no							TO INSIDE CITY if = 1	WIDTH feet	TOTAL NEED +/- acres	
WHEATLAND GPU												
100	A	12	4-lane Arterial, core loop road	soundwall 2 sides	2244	LF	\$ 674	\$ 1,513,010	\$ 1,966,913	0	100	5.15
101	A	12	4-lane Arterial, core loop road	soundwall 2 sides	2280	LF	\$ 674	\$ 1,537,283	\$ 1,998,468	0	100	5.23
102	A	12	4-lane Arterial, core loop road	soundwall 2 sides	1290	LF	\$ 674	\$ 869,778	\$ 1,130,712	0	100	2.96
103	A	12	4-lane Arterial, core loop road	soundwall 2 sides	1320	LF	\$ 674	\$ 890,006	\$ 1,157,008	0	100	3.03
104	F	43	2-lane Collector, dwg. 08	\$ -	2220	LF	\$ 344	\$ 763,845	\$ 992,998	0	60	3.06
105	F	43	2-lane Collector, dwg. 08	\$ -	1320	LF	\$ 344	\$ 454,178	\$ 590,431	0	60	1.82
106	F	43	2-lane Collector, dwg. 08	\$ -	1320	LF	\$ 344	\$ 454,178	\$ 590,431	0	60	1.82
107	F	43	2-lane Collector, dwg. 08	\$ -	2220	LF	\$ 344	\$ 763,845	\$ 992,998	0	60	3.06
108	F	43	2-lane Collector, dwg. 08	\$ -	1320	LF	\$ 344	\$ 454,178	\$ 590,431	0	60	1.82
109	F	43	2-lane Collector, dwg. 08	\$ -	1296	LF	\$ 344	\$ 445,920	\$ 579,696	0	60	1.79
110	A	12	4-lane Arterial, core loop road	soundwall 2 sides	1980	LF	\$ 674	\$ 1,335,009	\$ 1,735,511	0	100	4.55
111	A	12	4-lane Arterial, core loop road	soundwall 2 sides	2250	LF	\$ 674	\$ 1,517,055	\$ 1,972,172	0	100	5.17
112	A	12	4-lane Arterial, core loop road	soundwall 2 sides	1320	LF	\$ 674	\$ 890,006	\$ 1,157,008	0	100	3.03
113	A	12	4-lane Arterial, core loop road	soundwall 2 sides	1320	LF	\$ 674	\$ 890,006	\$ 1,157,008	0	100	3.03
114	F	43	2-lane Collector, dwg. 08	\$ -	1344	LF	\$ 344	\$ 462,436	\$ 601,166	0	60	1.85
115	F	43	2-lane Collector, dwg. 08	\$ -	2352	LF	\$ 344	\$ 809,262	\$ 1,052,041	0	60	3.24
116	F	43	2-lane Collector, dwg. 08	\$ -	1440	LF	\$ 344	\$ 495,467	\$ 644,107	0	60	1.98
117	A	12	4-lane Arterial, core loop road	soundwall 2 sides	1344	LF	\$ 674	\$ 906,188	\$ 1,178,044	0	100	3.09
118	A	12	4-lane Arterial, core loop road	soundwall 2 sides	2340	LF	\$ 674	\$ 1,577,738	\$ 2,051,059	0	100	5.37
119	A	12	4-lane Arterial, core loop road	soundwall 2 sides	1620	LF	\$ 674	\$ 1,092,280	\$ 1,419,964	0	100	3.72
120	F	43	2-lane Collector, dwg. 08	\$ -	1380	LF	\$ 344	\$ 474,822	\$ 617,269	0	60	1.90
121	F	43	2-lane Collector, dwg. 08	\$ -	2310	LF	\$ 344	\$ 794,811	\$ 1,033,255	0	60	3.18
122	F	43	2-lane Collector, dwg. 08	\$ -	1680	LF	\$ 344	\$ 578,044	\$ 751,458	0	60	2.31
123	F	43	2-lane Collector, dwg. 08	\$ -	1380	LF	\$ -	\$ -	\$ -	0	-	0.00
124	F	43	2-lane Collector, dwg. 08	\$ -	1290	LF	\$ 344	\$ 443,856	\$ 577,012	0	60	1.76
125	F	43	2-lane Collector, dwg. 08	\$ -	1020	LF	\$ 344	\$ 350,956	\$ 456,242	0	60	1.40
126	F	43	2-lane Collector, dwg. 08	\$ -	1584	LF	\$ 344	\$ 545,013	\$ 708,517	0	60	2.18
127	A	12	4-lane Arterial, core loop road	soundwall 2 sides	420	LF	\$ 674	\$ 283,184	\$ 368,139	0	100	0.96
128	A	12	4-lane Arterial, core loop road	soundwall 2 sides	720	LF	\$ 674	\$ 485,458	\$ 631,095	0	100	1.65
129	A	12	4-lane Arterial, core loop road	soundwall 2 sides	1800	LF	\$ 674	\$ 1,213,644	\$ 1,577,738	0	100	4.13
130	A	12	4-lane Arterial, core loop road	soundwall 2 sides	1260	LF	\$ 674	\$ 849,551	\$ 1,104,416	0	100	2.89
131	A	12	4-lane Arterial, core loop road	soundwall 2 sides	1320	LF	\$ 674	\$ 890,006	\$ 1,157,008	0	100	3.03
132	A	12	4-lane Arterial, core loop road	soundwall 2 sides	2550	LF	\$ 674	\$ 1,719,329	\$ 2,235,128	0	100	5.85
133	L	100	RR Crossing at grade	RR Crossing at grade	1	EA	\$ 200,000	\$ 200,000	\$ 260,000	0	-	0.00
134	K	90	Traffic signal	\$ -	1	EA	\$ 200,000	\$ 200,000	\$ 260,000	0	-	0.00
160	F	43	2-lane Collector, dwg. 08	\$ -	1230	LF	\$ 344	\$ 423,211	\$ 550,174	1	-	0.00
161	F	43	2-lane Collector, dwg. 08	\$ -	1980	LF	\$ -	\$ -	\$ -	0	-	0.00
162	F	43	2-lane Collector, dwg. 08	\$ -	2400	LF	\$ -	\$ -	\$ -	0	-	0.00
163	H	60	4-lane, (exist SR65), future section	\$ -	1560	LF	\$ 383	\$ 597,426	\$ 776,654	1	-	0.00

**TABLE 2**  
**STREETS, OPINION OF PROBABLE CONSTRUCTION COST**  
**WHEATLAND GPU**  
**MAJOR INFRASTRUCTURE ROAD DEMANDS**  
**September 12, 2005**

Rev. 1/30/2006

Sheet: R-Cost-On @ B1

file: K:\1proj\12xx\1252\GPUUsedemands081205.xls

**TOTAL COST**

ITEM NO	RD. TYPE letter no.	DESCRIPTION	QUANTITY	UNIT	COST a	TOTAL	ADJUSTED COST @ 1.3	PART OF \$ TO INSIDE CITY if = 1	ROAD R/W(out of City) WIDTH feet	TOTAL NEED +/- acres
<b>WHEATLAND GPU</b>										
200	L 100	RR Crossing at grade	1	EA	\$ 200,000	\$ 200,000	\$ 260,000	0	-	0.00
201	A 12	4-lane Arterial, core loop road soundwall 2 sides	1680	LF	\$ 674	\$ 1,132,735	\$ 1,472,555	0	100	3.86
202	A 12	4-lane Arterial, core loop road soundwall 2 sides	3156	LF	\$ 674	\$ 2,127,923	\$ 2,766,300	0	100	7.25
203	A 12	4-lane Arterial, core loop road soundwall 2 sides	1350	LF	\$ 674	\$ 910,233	\$ 1,183,303	0	100	3.10
204	A 12	4-lane Arterial, core loop road soundwall 2 sides	4500	LF	\$ 674	\$ 3,034,111	\$ 3,944,344	0	100	10.33
205	L 100	RR Crossing at grade	1	EA	\$ 200,000	\$ 200,000	\$ 260,000	0	-	0.00
206	F 43	2-lane Collector, dwg. 08	960	LF	\$ 344	\$ 330,311	\$ 429,404	0	60	1.32
207	F 43	2-lane Collector, dwg. 08	1080	LF	\$ 344	\$ 371,600	\$ 483,080	0	60	1.49
208	F 43	2-lane Collector, dwg. 08	720	LF	\$ 344	\$ 247,733	\$ 322,053	0	60	0.99
209	F 43	2-lane Collector, dwg. 08	240	LF	\$ 344	\$ 82,578	\$ 107,351	0	60	0.33
210	F 43	2-lane Collector, dwg. 08	540	LF	\$ 344	\$ 185,800	\$ 241,540	0	60	0.74
211	F 43	2-lane Collector, dwg. 08	4080	LF	\$ 344	\$ 1,403,822	\$ 1,824,969	0	60	5.62
212	F 43	2-lane Collector, dwg. 08	180	LF	\$ 344	\$ 61,933	\$ 80,513	0	60	0.25
213	F 43	2-lane Collector, dwg. 08	3300	LF	\$ 344	\$ 1,135,445	\$ 1,476,078	0	60	4.55
214	F 43	2-lane Collector, dwg. 08	2820	LF	\$ 344	\$ 970,289	\$ 1,261,376	0	60	3.88
215	J+ 85	2-lane Arterial existing street modifications	1020	LF	\$ 298	\$ 304,393	\$ 395,710	0	50	1.17
216	A 12	4-lane Arterial, core loop road soundwall 2 sides	1260	LF	\$ 674	\$ 849,551	\$ 1,104,416	0	100	2.89
217	A 12	4-lane Arterial, core loop road soundwall 2 sides	900	LF	\$ 674	\$ 606,822	\$ 788,869	0	100	2.07
218	I 72	6-lane Arterial, core soundwall 2 sides, sidewalk 2 sides	1980	LF	\$ 654	\$ 1,294,908	\$ 1,683,380	0	130	5.91
219	A 12	4-lane Arterial, core loop road soundwall 2 sides	19560	LF	\$ -	\$ -	\$ -	0	-	0.00
220	K 90	Traffic signal	1	EA	\$ 200,000	\$ 200,000	\$ 260,000	0	-	0.00
221	K 90	Traffic signal	1	EA	\$ 200,000	\$ 200,000	\$ 260,000	0	-	0.00
222	K 90	Traffic signal	1	EA	\$ 200,000	\$ 200,000	\$ 260,000	0	-	0.00
223, 409	M 101	Highway 65 Bypass, 2-lane arterial bridge over Bear River and Dry Cr.	1	EA	\$40,000,000	\$ 40,000,000	\$ 40,000,000	0	-	0.00
260	F 43	2-lane Collector, dwg. 08	1140	LF	\$ -	\$ -	\$ -	0	-	0.00
261	F 43	2-lane Collector, dwg. 08	900	LF	\$ 344	\$ 309,667	\$ 402,567	0	60	1.24
262	J 80	2-lane Arterial existing street modifications	240	LF	\$ 339	\$ 81,268	\$ 105,635	0	50	0.28
263	F 43	2-lane Collector, dwg. 08	780	LF	\$ 344	\$ 268,378	\$ 348,891	0	60	1.07
264	J 80	2-lane Arterial existing street modifications	180	LF	\$ 339	\$ 60,943	\$ 79,226	0	50	0.21
265	J 80	2-lane Arterial existing street modifications	480	LF	\$ 339	\$ 162,516	\$ 211,270	0	50	0.55
266	J+ 85	2-lane Arterial existing street modifications	180	LF	\$ 298	\$ 53,716	\$ 69,831	0	50	0.21

**TABLE 2**  
**STREETS, OPINION OF PROBABLE CONSTRUCTION COST**  
**WHEATLAND GPU**  
**MAJOR INFRASTRUCTURE ROAD DEMANDS**  
**September 12, 2005**

Rev. 1/30/2006

Sheet: R-Cost-On @ B1

file: K:\1proj\12xx\1252\GPUUseddemands081205.xls

**TOTAL COST**

ITEM NO.	RD. TYPE		DESCRIPTION		QUANTITY	UNIT	COST	TOTAL	ADJUSTED COST @ 1.3	PART OF \$ TO INSIDE CITY if = 1	ROAD R/W(out of City)	
	letter	no.									WIDTH feet	TOTAL NEED +/- acres
WHEATLAND GPU												
300	A	12	4-lane Arterial, core loop road	soundwall 2 sides	1800	LF	\$ 225	\$ 404,548	\$ 525,913	0	100	4.13
301	F	43	2-lane Collector, dwg. 08	\$ -	960	LF	\$ 344	\$ 330,311	\$ 429,404	0	60	1.32
302	A	12	4-lane Arterial, core loop road	soundwall 2 sides	1920	LF	\$ 674	\$ 1,294,554	\$ 1,682,920	0	100	4.41
303	A	12	4-lane Arterial, core loop road	soundwall 2 sides	2280	LF	\$ 674	\$ 1,537,283	\$ 1,998,468	0	100	5.23
304	A	12	4-lane Arterial, core loop road	soundwall 2 sides	4440	LF	\$ 674	\$ 2,993,656	\$ 3,891,753	0	100	10.19
305	A	12	4-lane Arterial, core loop road	soundwall 2 sides	780	LF	\$ 674	\$ 525,913	\$ 683,686	0	100	1.79
306	A	12	4-lane Arterial, core loop road	soundwall 2 sides	1200	LF	\$ 674	\$ 809,096	\$ 1,051,825	0	100	2.75
307	A	12	4-lane Arterial, core loop road	soundwall 2 sides	720	LF	\$ 674	\$ 485,458	\$ 631,095	0	100	1.65
308	A	12	4-lane Arterial, core loop road	soundwall 2 sides	1500	LF	\$ 674	\$ 1,011,370	\$ 1,314,781	0	100	3.44
309	A	12	4-lane Arterial, core loop road	soundwall 2 sides	600	LF	\$ 674	\$ 404,548	\$ 525,913	0	100	1.38
310	F	43	2-lane Collector, dwg. 08	\$ -	4260	LF	\$ 344	\$ 1,465,756	\$ 1,905,482	0	60	5.87
311	A	12	4-lane Arterial, core loop road	soundwall 2 sides	3060	LF	\$ 674	\$ 2,063,195	\$ 2,682,154	0	100	7.02
312	A	12	4-lane Arterial, core loop road	soundwall 2 sides	840	LF	\$ 674	\$ 566,367	\$ 736,278	0	100	1.93
313	F	43	2-lane Collector, dwg. 08	\$ -	1020	LF	\$ 344	\$ 350,956	\$ 456,242	0	60	1.40
314	F	43	2-lane Collector, dwg. 08	\$ -	1920	LF	\$ 344	\$ 660,622	\$ 858,809	0	60	2.64
315	F	43	2-lane Collector, dwg. 08	\$ -	1920	LF	\$ 344	\$ 660,622	\$ 858,809	0	60	2.64
316	A	12	4-lane Arterial, core loop road	soundwall 2 sides	1620	LF	\$ 674	\$ 1,092,280	\$ 1,419,964	0	100	3.72
317	A	12	4-lane Arterial, core loop road	soundwall 2 sides	600	LF	\$ 674	\$ 404,548	\$ 525,913	0	100	1.38
318	A	12	4-lane Arterial, core loop road	soundwall 2 sides	900	LF	\$ 674	\$ 606,822	\$ 788,869	0	100	2.07
319	K	90	Traffic signal	\$ -	1	EA	\$ 200,000	\$ 200,000	\$ 260,000	0	-	0.00
320	K	90	Traffic signal	\$ -	1	EA	\$ 200,000	\$ 200,000	\$ 260,000	0	-	0.00
321	K	90	Traffic signal	\$ -	1	EA	\$ 200,000	\$ 200,000	\$ 260,000	0	-	0.00
360	A	12	4-lane Arterial, core loop road	soundwall 2 sides	480	LF	\$ 169	\$ 80,910	\$ 105,183	0	100	1.10
361	J+	85	2-lane Arterial	existing street modifications	720	LF	\$ -	\$ -	\$ -	0	-	0.00
362	J+	85	2-lane Arterial	existing street modifications	540	LF	\$ 298	\$ 161,149	\$ 209,494	0	50	0.62
363	J+	85	2-lane Arterial	existing street modifications	300	LF	\$ 298	\$ 89,527	\$ 116,385	1	-	0.00
364	F	43	2-lane Collector, dwg. 08	\$ -	600	LF	\$ 344	\$ 206,444	\$ 268,378	0	60	0.83
365	H	60	4-lane, (exist SR65), future section	\$ -	180	LF	\$ 383	\$ 68,934	\$ 89,614	1	-	0.00
366	H	60	4-lane, (exist SR65), future section	\$ -	1140	LF	\$ 383	\$ 436,581	\$ 567,555	1	-	0.00
367	H	60	4-lane, (exist SR65), future section	\$ -	600	LF	\$ 383	\$ 229,779	\$ 298,713	1	-	0.00
368	K	90	Traffic signal	\$ -	1	EA	\$ 200,000	\$ 200,000	\$ 260,000	1	-	0.00
369	K	90	Traffic signal	\$ -	1	EA	\$ 200,000	\$ 200,000	\$ 260,000	1	-	0.00

**TABLE 2**  
**STREETS, OPINION OF PROBABLE CONSTRUCTION COST**  
**WHEATLAND GPU**  
**MAJOR INFRASTRUCTURE ROAD DEMANDS**  
**September 12, 2005**

Rev. 1/30/2006

Sheet: R-Cost-On @ B1

file: K:\1proj\12xx\1252\GPUUsedemands081205.xls

**TOTAL COST**

ITEM NO.	RD. TYPE		DESCRIPTION	QUANTITY	UNIT	COST	TOTAL	ADJUSTED COST @	PART OF \$ ROAD R/W(out of City)			
	letter	no.							TO INSIDE CITY if = 1	WIDTH feet	TOTAL NEED +/- acres	
WHEATLAND GPU												
400			Above Grade Railroad Crossing	1	EA	\$15,000,000	\$ 15,000,000	\$ 19,500,000	0	-	0.00	
401	A	12	4-lane Arterial, core loop road soundwall 2 sides	900	LF	\$ 674	\$ 606,822	\$ 788,869	0	100	2.07	
402	A	12	4-lane Arterial, core loop road soundwall 2 sides	1320	LF	\$ 674	\$ 890,006	\$ 1,157,008	0	100	3.03	
403	A	12	4-lane Arterial, core loop road soundwall 2 sides	3900	LF	\$ 674	\$ 2,629,563	\$ 3,418,431	0	100	8.95	
404	F	43	2-lane Collector, dwg. 08 \$	-	2520	LF	\$ 344	\$ 867,067	\$ 1,127,187	0	60	3.47
405	F	43	2-lane Collector, dwg. 08 \$	-	2820	LF	\$ 344	\$ 970,289	\$ 1,261,376	0	60	3.88
406	F	43	2-lane Collector, dwg. 08 \$	-	1920	LF	\$ 344	\$ 660,622	\$ 858,809	0	60	2.64
460	L	100	RR Crossing at grade RR Crossing at grade	1	EA	\$ 200,000	\$ 200,000	\$ 260,000	0	-	0.00	
461	J	80	2-lane Arterial existing street modifications	540	LF	\$ -	\$ -	\$ -	0	-	0.00	
462	J	80	2-lane Arterial existing street modifications	480	LF	\$ -	\$ -	\$ -	0	-	0.00	
463	J	80	2-lane Arterial existing street modifications	480	LF	\$ -	\$ -	\$ -	0	-	0.00	
464	L	100	RR Crossing at grade RR Crossing at grade	1	EA	\$ 200,000	\$ 200,000	\$ 260,000	0	-	0.00	
465	J	80	2-lane Arterial existing street modifications	420	LF	\$ -	\$ -	\$ -	0	-	0.00	
466	J+	85	2-lane Arterial existing street modifications	540	LF	\$ -	\$ -	\$ -	0	-	0.00	
467	J+	85	2-lane Arterial existing street modifications	480	LF	\$ 99	\$ 47,748	\$ 62,072	1	-	0.00	
468	J+	85	2-lane Arterial existing street modifications	480	LF	\$ 99	\$ 47,748	\$ 62,072	1	-	0.00	
469	J+	85	2-lane Arterial existing street modifications	540	LF	\$ 99	\$ 53,716	\$ 69,831	1	-	0.00	
470	J+	85	2-lane Arterial existing street modifications	420	LF	\$ 99	\$ 41,779	\$ 54,313	1	-	0.00	
471	F	43	2-lane Collector, dwg. 08 \$	-	240	LF	\$ -	\$ -	\$ -	0	-	0.00
472	J	80	2-lane Arterial existing street modifications	240	LF	\$ -	\$ -	\$ -	0	-	0.00	
473	J	80	2-lane Arterial existing street modifications	360	LF	\$ -	\$ -	\$ -	0	-	0.00	
474	J	80	2-lane Arterial existing street modifications	480	LF	\$ 113	\$ 54,172	\$ 70,423	1	-	0.00	
475	J	80	2-lane Arterial existing street modifications	240	LF	\$ 113	\$ 27,086	\$ 35,212	1	-	0.00	
476	J	80	2-lane Arterial existing street modifications	360	LF	\$ -	\$ -	\$ -	0	-	0.00	
477	J	80	2-lane Arterial existing street modifications	480	LF	\$ 339	\$ 162,516	\$ 211,270	1	-	0.00	
478	J	80	2-lane Arterial existing street modifications	240	LF	\$ 339	\$ 81,258	\$ 105,635	0	50	0.28	
479	F	43	2-lane Collector, dwg. 08 \$	-	180	LF	\$ 344	\$ 61,933	\$ 80,513	0	60	0.25
TOTAL				170730	LF		\$127,701,195	\$154,011,554	\$ 853,052		247	

miles of major road inside/outside City = 31.7 miles without bypass

miles of major roads outside City = 25.0 miles without bypass

**TABLE 3**  
**LAND USE SUMMARY**  
**WHEATLAND GPU**  
**MAJOR INFRASTRUCTURE**  
**September 12, 2005**

**STREETS, Rev. 1/30/2006**

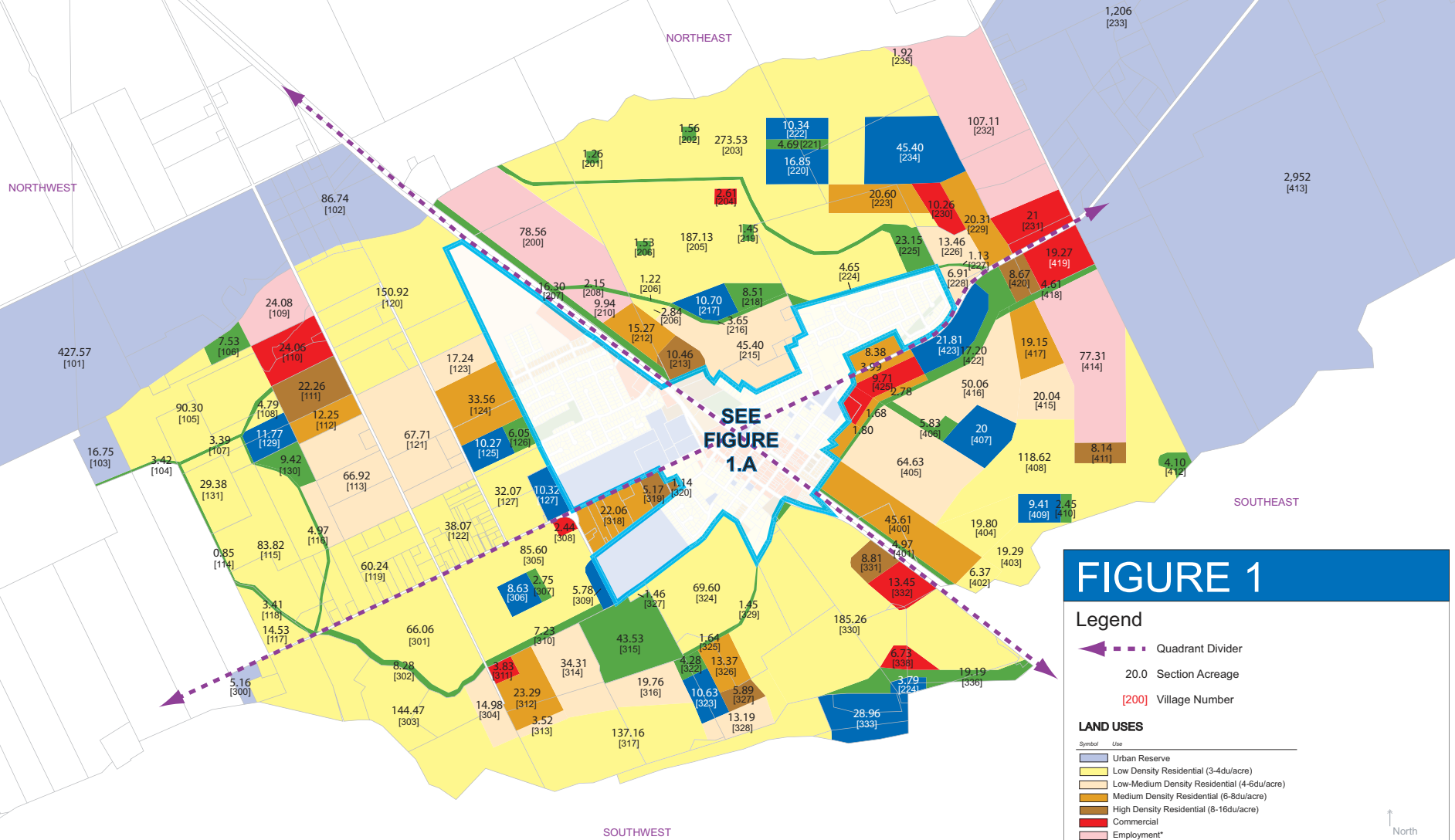
LAND USE	DESCRIPTION	ACRES	DWELLING  UNITS	TRAFFIC RATES		ROAD EDU's		ALLOCATED COSTS
				ADT				STREETS
				/unit	total	/unit	total	Total Adjusted Cost
Single Family Residential								
LDR	Low Density Residential	1824.6	7,298	9.0	65,685	1.00	7,298	\$ 43,137,534
PD-3.3	Residential 70' x 130'	0.0	-	9.0	-	1.00	-	\$ -
PD-4	Residential 65' x 120'	0.0	-	9.0	-	1.00	-	\$ -
PD-4.5	Residential 55' x 110'	0.0	-	9.0	-	1.00	-	\$ -
LMDR	Low/Medium Density Res.	434.6	2,173	9.0	19,557	1.00	2,173	\$ 13,990,248
MDR	Medium Density Residential	256.1	2,049	9.0	18,439	1.00	2,049	\$ 10,442,116
Total Single Family Residential		2515.3	11,520		103,682		11,520	\$ 67,569,898
Other								
PD-12	Residential	0.0	-	6.5	-	0.72	-	\$ -
HDR	High Density Residential	70.5	1,129	6.5	7,336	0.72	815	\$ 4,996,379
Total Multi-Family Residential		70.5	1,129		7,336		815	\$ 4,996,379
Total Residential		2585.8	12,649		111,018		12,335	\$ 72,566,276
Other								
C	Commercial	118.6	0	355	42,085	39.44	4,676	\$ 19,763,785
E	Employment	298.9	0	355	106,117	39.44	11,791	\$ 48,865,555
BP	Business Professional	0.0	0	291	-	32.33	-	\$ -
P	Park	99.1	0	25	2,478	2.78	275	\$ 2,065,576
Pcp	Community Park	0.0	0	25	-	2.78	-	\$ -
MS	Middle School	36.9	0	50	1,843	5.56	205	\$ 1,009,661
HS	High School	51.2	0	50	2,559	5.56	284	\$ 1,383,935
ES	K-6 School	71.8	0	50	3,588	5.56	399	\$ 2,598,956
OS	Open Space	141.8	0	0	-	0.00	-	\$ -
ROAD	Roads R/W	0.0	0	0	-	0.00	-	\$ -
Total Other		818.2	-		158,669		17,630	\$ 75,687,468
		3404.0	12,649		269,687		29,965	\$ 148,253,745
BUSINESS PROFESSIONAL								
CC	Civic Center	21.8	-	291	6,347	32.33	705	\$ 3,362,581
WWTP	Wastewater Plant	29.0	-	1	29	0.11	3	\$ 12,876
PB	Other Public	14.1	-	291	4,106	32.33	456	\$ 2,382,353
LI	Light Industrial	0.0	-	291	-	0.00	-	\$ -
UR	Urban Reserve	4736.2	-	0	-	0.00	-	\$ -
65BP	SR65 Bypass/Interchange	0.0	-	0	-	0.00	-	\$ -
Total Business Professional		4801.1	-		10,482		1,165	\$ 5,757,809
Grand Total General Plan Study Area		8205.1	12,649		280,168		31,130	\$ 154,011,554

landusesum@B10

file: K:\proj\12xx\1252\GPUusedemands081205.xls

## FIGURES

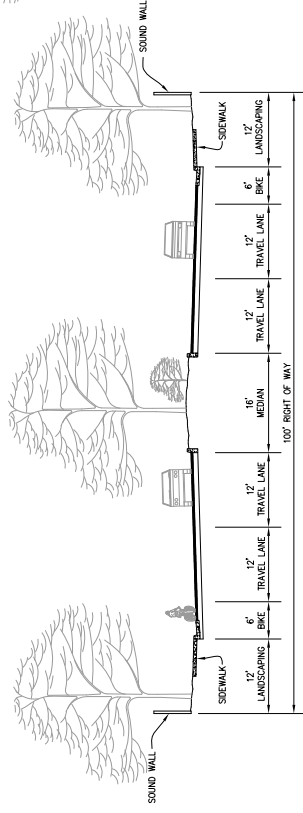
# Wheatland GPU Major Infrastructure Areas, by Village



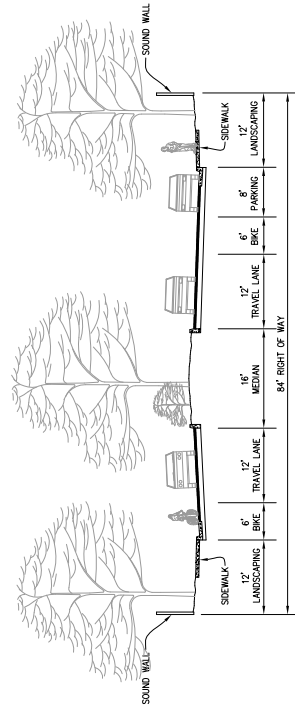
## FIGURE 1

# WHEATLAND GENERAL PLAN UPDATE STREET SECTIONS

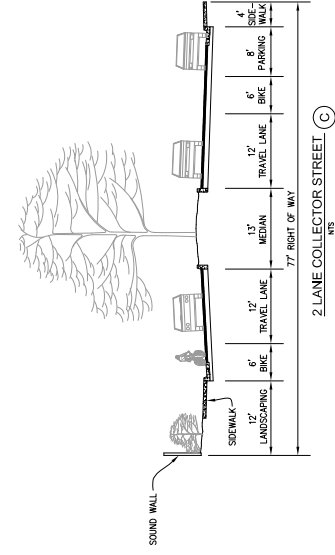
SEPTEMBER 20, 2005



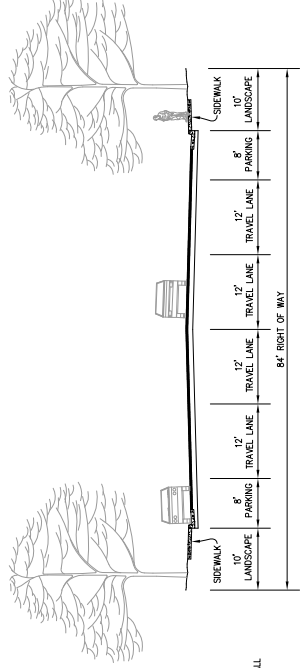
4 LANE ARTERIAL STREET (A)



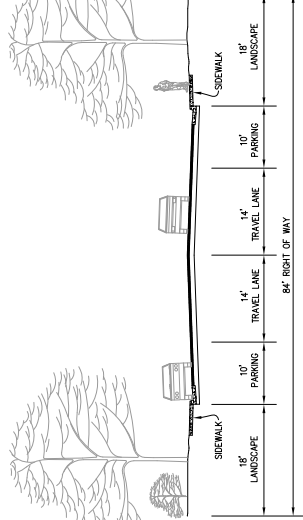
2 LANE COLLECTOR STREET (B)



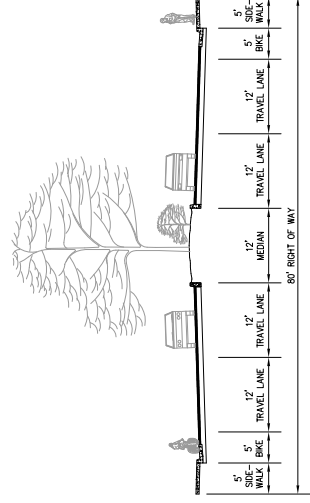
2 LANE COLLECTOR STREET (C)



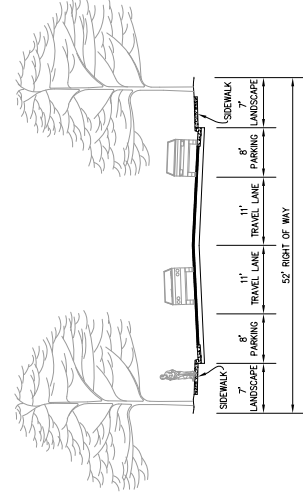
4 LANE ARTERIAL STREET (D)



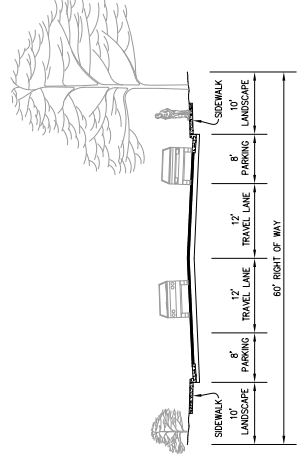
2 LANE INDUSTRIAL STREET (E)



4 LANE ARTERIAL STREET (H)



2 LANE LOCAL STREET (G)



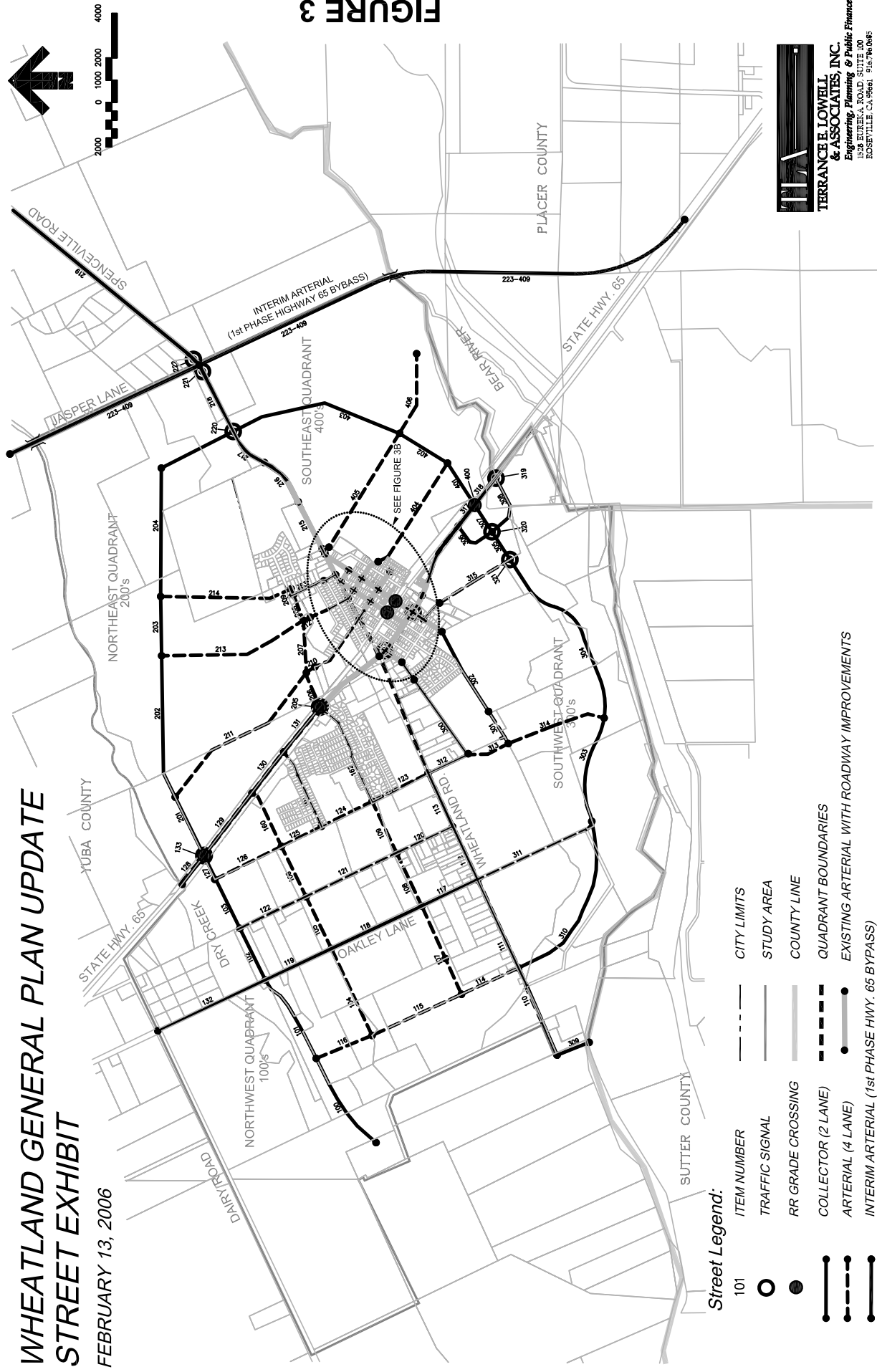
2 LANE COLLECTOR STREET (F)

FIGURE - 2



# WHEATLAND GENERAL PLAN UPDATE STREET EXHIBIT

FEBRUARY 13, 2006



**TERRANCE E. LOWELL  
& ASSOCIATES, INC.**  
Engineering, Planning, & Public Finance  
1528 EUREKA ROAD, SUITE 100  
ROSEVILLE, CA 95661 916-760-6865

# WHEATLAND GENERAL PLAN UPDATE STREET EXHIBIT

SEPTEMBER 20, 2005

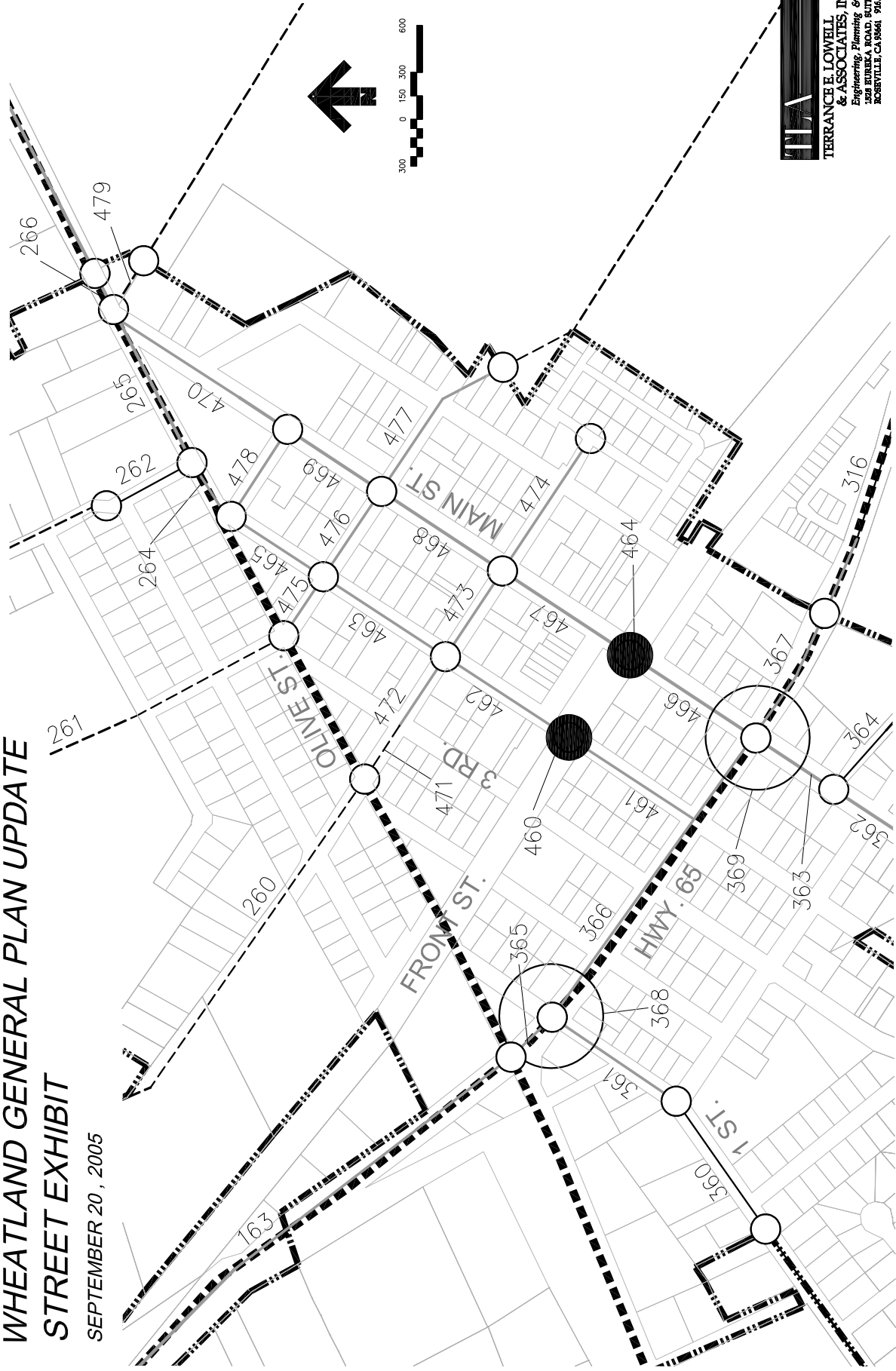


FIGURE 3A



**TERRANCE E. LOWELL  
& ASSOCIATES, INC.**  
Engineering, Planning & Public Finance  
1400 WEST 10TH AVENUE, SUITE 100  
ROSEVILLE, CA 95661 916.784.0885

## **APPENDIX A**

**TABLE A1**  
**APPORTIONMENT OF COSTS**  
**WHEATLAND GPU**  
**MAJOR INFRASTRUCTURE**  
**September 12, 2005**

\* landusepci (A427-A708)

STREETS, Rev. 1/30/2006

VILLAGE NO.	ZONING	DESCRIPTION	ACRES	DWELLING UNITS	TRAFFIC		TOTAL STREET ADJ COST	Applicable to inside City = 1 outside = 0
					ADT/UNIT	TOTAL ADT		
100	UR	Urban Reserve	0.0	0	0	0	\$ -	0
101	UR	Urban Reserve	427.6	0	0	0	\$ -	0
102	UR	Urban Reserve	86.7	0	0	0	\$ -	0
103	UR	Urban Reserve	16.8	0	0	0	\$ -	0
104	OS	Open Space	3.4	0	0	0	\$ -	0
105	LDR	Low Density Residential	90.3	361	9	3,251	\$ 1,988,891	0
106	P	Park	7.5	0	25	188	\$ 136,160	0
107	OS	Open Space	3.4	0	0	0	\$ -	0
108	LDR	Low Density Residential	4.8	19	9	172	\$ 167,987	0
109	E	Employment	24.1	0	355	8,548	\$ 3,800,619	0
110	C	Commercial	24.1	0	355	8,541	\$ 3,797,462	0
111	HDR	High Density Residential	22.3	356	7	2,315	\$ 1,610,076	0
112	MDR	Medium Density Residential	12.3	98	9	882	\$ 613,418	0
113	LMDR	Low/Medium Density Res.	66.9	335	9	3,011	\$ 1,875,854	0
114	OS	Open Space	0.9	0	0	0	\$ -	0
115	LDR	Low Density Residential	83.8	335	9	3,018	\$ 2,378,241	0
116	OS	Open Space	5.0	0	0	0	\$ -	0
117	LDR	Low Density Residential	14.5	58	9	523	\$ 232,561	0
118	OS	Open Space	3.4	0	0	0	\$ -	0
119	LDR	Low Density Residential	60.2	241	9	2,169	\$ 1,391,368	0
120	LDR	Low Density Residential	150.9	604	9	5,433	\$ 4,456,317	0
121	LMDR	Low/Medium Density Res.	67.7	339	9	3,047	\$ 2,502,442	0
122	LDR	Low Density Residential	38.1	152	9	1,371	\$ 899,536	0
123	LMDR	Low/Medium Density Res.	17.2	86	9	776	\$ 1,222,914	0
124	MDR	Medium Density Residential	33.6	268	9	2,416	\$ 1,968,447	0
125	ES	K-6 School	10.3	0	50	514	\$ 556,538	0
126	P	Park	6.1	0	25	151	\$ 237,450	0
127	LDR	Low Density Residential	32.1	128	9	1,155	\$ 1,258,734	0
128	PB	Other Public	10.3	0	291	3,003	\$ 1,874,817	0
129	ES	K-6 School	11.8	0	50	589	\$ 515,040	0
130	P	Park	9.4	0	25	236	\$ 104,703	0
131	LDR	Low Density Residential	29.4	118	9	1,058	\$ 470,245	0
160	LMDR	Low/Medium Density Res.	44.6	223	9	2,007	\$ 569,028	1
161	MDR	Medium Density Residential	0.4	3	9	26	\$ 243	1
162	MDR	Medium Density Residential	1.2	10	9	86	\$ 805	1
163	LDR	Low Density Residential	1.7	7	9	63	\$ 588	1
164	LDR	Low Density Residential	2.4	9	9	85	\$ 801	1
165	LDR	Low Density Residential	1.3	5	9	48	\$ 450	1
166	MDR	Medium Density Residential	2.2	17	9	156	\$ 1,467	1
167	C	Commercial	6.3	0	355	2,251	\$ 21,138	1
168	MDR	Medium Density Residential	0.9	7	9	66	\$ 615	1
169	LDR	Low Density Residential	1.2	5	9	44	\$ 409	1
170	MDR	Medium Density Residential	0.8	6	9	58	\$ 548	1
171	MDR	Medium Density Residential	0.9	7	9	63	\$ 595	1
172	MDR	Medium Density Residential	0.8	7	9	60	\$ 568	1
173	LDR	Low Density Residential	0.4	2	9	15	\$ 145	1
174	C	Commercial	0.6	0	355	224	\$ 2,100	1
175	C	Commercial	0.6	0	355	209	\$ 1,967	1
176	LDR	Low Density Residential	11.8	47	9	426	\$ 4,003	1
177	P	Park	5.6	0	25	141	\$ 1,322	1
178	LDR	Low Density Residential	0.8	3	9	28	\$ 267	1
179	LDR	Low Density Residential	10.4	41	9	373	\$ 3,503	1
180	LDR	Low Density Residential	9.6	38	9	345	\$ 3,236	1
181	LDR	Low Density Residential	9.7	39	9	350	\$ 3,286	1
182	C	Commercial	5.8	0	355	2,045	\$ 19,204	1
183	MDR	Medium Density Residential	0.3	2	9	22	\$ 203	1
184	LDR	Low Density Residential	13.7	55	9	492	\$ 4,622	1
185	C	Commercial	1.8	0	355	650	\$ 6,101	1
186	MS	Middle School	31.0	0	50	1,549	\$ 14,548	1
187	MS	Middle School	4.3	0	50	214	\$ 2,010	1
188	HDR	High Density Residential	1.9	30	7	196	\$ 1,836	1
189	MS	Middle School	7.5	0	50	373	\$ 3,498	1
192	LDR	Low Density Residential	0.9	4	9	34	\$ 318	1
193	MDR	Medium Density Residential	0.4	3	9	27	\$ 250	1
194	MDR	Medium Density Residential	0.4	3	9	30	\$ 277	1
195	C	Commercial	0.5	0	355	185	\$ 1,734	1

**TABLE A1**  
**APPORTIONMENT OF COSTS**  
**WHEATLAND GPU**  
**MAJOR INFRASTRUCTURE**  
**September 12, 2005**

\* landusepcl (A427-A708)

STREETS, Rev. 1/30/2006

VILLAGE NO.	ZONING	DESCRIPTION	ACRES	DWELLING UNITS	TRAFFIC		TOTAL STREET ADJ COST	Applicable to inside City = 1 outside = 0
					ADT/UNIT	TOTAL ADT		
200	E	Employment	78.6	0	355	27,889	\$ 13,896,097	0
201	P	Park	1.3	0	25	32	\$ 14,005	0
202	P	Park	1.6	0	25	39	\$ 17,339	0
203	LDR	Low Density Residential	273.5	1094	9	9,847	\$ 4,378,012	0
204	C	Commercial	2.6	0	355	927	\$ 683,163	0
205	LDR	Low Density Residential	187.1	749	9	6,737	\$ 6,104,795	0
206	P	Park	1.5	0	25	38	\$ 19,059	0
207	OS	Open Space	16.3	0	0	0	\$ -	0
208	OS	Open Space	2.2	0	0	0	\$ -	0
209	OS	Open Space	1.2	0	0	0	\$ -	0
210	E	Employment	9.9	0	355	3,529	\$ 1,758,238	0
211	LDR	Low Density Residential	2.8	11	9	102	\$ 68,094	0
212	MDR	Medium Density Residential	15.3	122	9	1,099	\$ 547,816	0
213	HDR	High Density Residential	10.5	167	7	1,088	\$ 1,088,646	0
214	MDR	Medium Density Residential	3.5	28	9	251	\$ 111,719	0
215	LMDR	Low/Medium Density Res.	45.4	227	9	2,043	\$ 1,779,651	0
216	OS	Open Space	3.7	0	0	0	\$ -	0
217	ES	K-6 School	10.7	0	50	535	\$ 545,180	0
218	P	Park	8.5	0	25	213	\$ 221,478	0
219	P	Park	1.5	0	25	36	\$ 38,343	0
220	MS	Middle School	16.9	0	50	843	\$ 374,575	0
221	P	Park	4.7	0	25	117	\$ 52,129	0
222	ES	K-6 School	10.3	0	50	517	\$ 229,858	0
223	MDR	Medium Density Residential	20.6	165	9	1,483	\$ 659,431	0
224	OS	Open Space	4.7	0	0	0	\$ -	0
225	OS	Open Space	23.2	0	0	0	\$ -	0
226	LMDR	Low/Medium Density Res.	13.5	67	9	606	\$ 269,294	0
227	OS	Open Space	1.1	0	0	0	\$ -	0
228	LMDR	Low/Medium Density Res.	6.9	35	9	311	\$ 138,248	0
229	MDR	Medium Density Residential	20.3	162	9	1,462	\$ 650,147	0
230	C	Commercial	10.3	0	355	3,642	\$ 1,619,367	0
231	C	Commercial	21.0	0	355	7,455	\$ 3,314,493	0
232	E	Employment	107.1	0	355	38,024	\$ 16,905,492	0
233	UR	Urban Reserve	1250.0	0	0	0	\$ -	0
234	HS	High School	45.4	0	50	2,270	\$ 1,009,242	0
235	E	Employment	1.9	0	355	682	\$ 303,039	0
236	LDR	Low Density Residential	0.9	4	9	33	\$ 14,725	0
237	MDR	Medium Density Residential	8.4	67	9	603	\$ 268,254	0
238	LDR	Low Density Residential	2.4	9	9	85	\$ 37,773	0
260	HDR	High Density Residential	6.9	111	7	720	\$ 6,759	1
261	P	Park	4.5	0	25	113	\$ 1,057	1
262	LDR	Low Density Residential	1.1	4	9	38	\$ 355	1
263	C	Commercial	1.7	0	355	596	\$ 5,601	1
264	LDR	Low Density Residential	1.9	8	9	69	\$ 646	1
265	LDR	Low Density Residential	2.5	10	9	90	\$ 849	1
266	LDR	Low Density Residential	4.5	18	9	161	\$ 1,515	1
267	LMDR	Low/Medium Density Res.	12.0	60	9	540	\$ 5,071	1
268	LDR	Low Density Residential	2.9	11	9	103	\$ 964	1
269	LDR	Low Density Residential	2.7	11	9	98	\$ 916	1
270	LDR	Low Density Residential	1.6	6	9	57	\$ 538	1
271	LDR	Low Density Residential	7.8	31	9	282	\$ 2,647	1
272	LDR	Low Density Residential	2.2	9	9	81	\$ 757	1
273	LDR	Low Density Residential	2.5	10	9	90	\$ 845	1
274	LDR	Low Density Residential	3.8	15	9	136	\$ 1,278	1
275	LDR	Low Density Residential	4.0	16	9	142	\$ 1,335	1
276	LDR	Low Density Residential	2.9	12	9	106	\$ 994	1
277	P	Park	0.3	0	25	7	\$ 68	1
278	LDR	Low Density Residential	1.6	6	9	56	\$ 527	1
279	P	Park	1.2	0	25	30	\$ 279	1
280	LDR	Low Density Residential	1.0	4	9	37	\$ 345	1
281	LDR	Low Density Residential	2.5	10	9	89	\$ 835	1
282	LDR	Low Density Residential	2.5	10	9	89	\$ 832	1
283	P	Park	1.1	0	25	28	\$ 263	1
284	LDR	Low Density Residential	1.4	5	9	49	\$ 460	1
285	LDR	Low Density Residential	1.7	7	9	63	\$ 588	1
286	LDR	Low Density Residential	6.0	24	9	216	\$ 2,032	1
287	LDR	Low Density Residential	2.3	9	9	81	\$ 761	1
288	LDR	Low Density Residential	7.4	30	9	266	\$ 2,502	1
289	LDR	Low Density Residential	7.8	31	9	279	\$ 2,624	1

TABLE A1  
 APPORTIONMENT OF COSTS  
 WHEATLAND GPU  
 MAJOR INFRASTRUCTURE  
 September 12, 2005

\* landusepci (A427-A708)

STREETS, Rev. 1/30/2006

VILLAGE NO.	ZONING	DESCRIPTION	ACRES	DWELLING UNITS	TRAFFIC		TOTAL STREET ADJ COST	Applicable to inside City = 1 outside = 0
					ADT/UNIT	TOTAL ADT		
300	UR	Urban Reserve	5.2	0	0	0	\$ -	0
301	LDR	Low Density Residential	66.1	264	9	2,378	\$ 1,057,330	0
302	OS	Open Space	8.3	0	0	0	\$ -	0
303	LDR	Low Density Residential	144.5	578	9	5,201	\$ 3,999,176	0
304	LMDR	Low/Medium Density Res.	15.0	75	9	674	\$ 518,340	0
305	LDR	Low Density Residential	85.6	342	9	3,082	\$ 1,701,861	0
306	ES	K-6 School	8.6	0	50	432	\$ 191,845	0
307	P	Park	2.8	0	25	69	\$ 30,566	0
308	C	Commercial	2.4	0	355	866	\$ 385,113	0
309	HS	High School	5.8	0	50	289	\$ 358,690	0
310	OS	Open Space	7.2	0	0	0	\$ -	0
311	C	Commercial	3.8	0	355	1,360	\$ 604,500	0
312	MDR	Medium Density Residential	23.3	186	9	1,677	\$ 745,541	0
313	MDR	Medium Density Residential	3.5	28	9	253	\$ 112,679	0
314	LMDR	Low/Medium Density Res.	34.3	172	9	1,544	\$ 686,440	0
315	P	Park	43.5	0	25	1,088	\$ 1,056,006	0
316	LMDR	Low/Medium Density Res.	19.8	99	9	889	\$ 781,519	0
317	LDR	Low Density Residential	137.2	549	9	4,938	\$ 2,195,328	0
318	MDR	Medium Density Residential	22.1	176	9	1,588	\$ 1,232,080	0
319	HDR	High Density Residential	5.2	83	7	538	\$ 325,232	0
320	HDR	High Density Residential	1.1	18	7	119	\$ 71,715	0
321	LDR	Low Density Residential	1.5	6	9	53	\$ 23,368	0
322	P	Park	4.3	0	25	107	\$ 47,572	0
323	ES	K-6 School	10.6	0	50	532	\$ 236,305	0
324	LDR	Low Density Residential	69.6	278	9	2,506	\$ 3,006,404	0
325	OS	Open Space	1.6	0	0	0	\$ -	0
326	MDR	Medium Density Residential	13.4	107	9	963	\$ 427,990	0
327	HDR	High Density Residential	5.9	94	7	613	\$ 496,467	0
328	LMDR	Low/Medium Density Res.	13.2	66	9	594	\$ 263,892	0
329	OS	Open Space	1.5	0	0	0	\$ -	0
330	LDR	Low Density Residential	185.3	741	9	6,669	\$ 4,092,384	0
331	HDR	High Density Residential	8.8	141	7	916	\$ 407,360	0
332	C	Commercial	13.5	0	355	4,775	\$ 2,122,854	0
333	WWTP	Wastewater Plant	29.0	0	1	29	\$ 12,876	0
334	PB	Other Public	3.8	0	291	1,103	\$ 490,345	0
335	C	Commercial	6.7	0	355	2,389	\$ 1,062,216	0
336	OS	Open Space	19.2	0	0	0	\$ -	0
360	HS	High School	34.1	0	50	1,704	\$ 16,003	1
361	LDR	Low Density Residential	2.3	9	9	84	\$ 784	1
362	LDR	Low Density Residential	6.7	27	9	241	\$ 2,265	1
364	LDR	Low Density Residential	6.3	25	9	226	\$ 2,120	1
365	C	Commercial	0.2	0	355	82	\$ 767	1
366	C	Commercial	0.5	0	355	185	\$ 1,734	1
367	LDR	Low Density Residential	1.4	6	9	50	\$ 470	1
368	LDR	Low Density Residential	8.6	34	9	310	\$ 2,914	1
369	PB	Other Public	0.6	0	291	180	\$ 1,694	1
370	LDR	Low Density Residential	1.4	6	9	51	\$ 483	1
371	LDR	Low Density Residential	1.0	4	9	36	\$ 335	1
372	LDR	Low Density Residential	1.1	4	9	40	\$ 375	1
373	LDR	Low Density Residential	3.7	15	9	134	\$ 1,261	1
374	MDR	Medium Density Residential	0.9	7	9	63	\$ 595	1
375	MDR	Medium Density Residential	0.7	5	9	49	\$ 460	1
376	LDR	Low Density Residential	7.8	31	9	279	\$ 2,624	1
377	OS	Open Space	0.7	0	0	0	\$ -	1
378	HDR	High Density Residential	2.0	31	7	204	\$ 1,914	1
379	OS	Open Space	1.2	0	0	0	\$ -	1
380	C	Commercial	0.5	0	355	181	\$ 1,700	1
381	C	Commercial	0.4	0	355	142	\$ 1,334	1
382	LDR	Low Density Residential	0.1	0	9	4	\$ 37	1
383	C	Commercial	0.4	0	355	124	\$ 1,167	1
384	C	Commercial	0.3	0	355	89	\$ 834	1
385	PB	Other Public	0.2	0	291	67	\$ 629	1
386	PB	Other Public	0.4	0	291	119	\$ 1,121	1
387	C	Commercial	0.5	0	355	174	\$ 1,634	1
388	C	Commercial	0.4	0	355	138	\$ 1,300	1
389	LDR	Low Density Residential	0.7	3	9	24	\$ 223	1

**TABLE A1**  
**APPORTIONMENT OF COSTS**  
**WHEATLAND GPU**  
**MAJOR INFRASTRUCTURE**  
**September 12, 2005**

\* landusepcl (A427-A708)

STREETS, Rev. 1/30/2006

VILLAGE NO.	ZONING	DESCRIPTION	ACRES	DWELLING UNITS	TRAFFIC		TOTAL STREET ADJ COST	Applicable to inside City = 1 outside = 0
					ADT/UNIT	TOTAL ADT		
400	MDR	Medium Density Residential	45.6	365	9	3,284	\$ 1,911,043	0
401	OS	Open Space	5.0	0	0	0	\$ -	0
402	LDR	Low Density Residential	6.4	25	9	229	\$ 101,956	0
403	LDR	Low Density Residential	19.3	77	9	694	\$ 308,748	0
404	LDR	Low Density Residential	19.8	79	9	713	\$ 316,911	0
405	LMDR	Low/Medium Density Res.	64.6	323	9	2,908	\$ 1,591,136	0
406	OS	Open Space	5.8	0	0	0	\$ -	0
407	MS	Middle School	20.0	0	50	1,000	\$ 615,030	0
408	LDR	Low Density Residential	118.6	474	9	4,270	\$ 2,420,488	0
409	ES	K-6 School	9.4	0	50	471	\$ 324,190	0
410	P	Park	2.5	0	25	61	\$ 42,203	0
411	HDR	High Density Residential	8.1	130	7	847	\$ 583,306	0
412	P	Park	4.1	0	25	103	\$ 45,571	0
413	UR	Urban Reserve	2950.0	0	0	0	\$ -	0
414	E	Employment	77.3	0	355	27,445	\$ 12,202,069	0
415	LMDR	Low/Medium Density Res.	20.0	100	9	902	\$ 400,940	0
416	LMDR	Low/Medium Density Res.	50.1	250	9	2,253	\$ 1,385,477	0
417	MDR	Medium Density Residential	19.2	153	9	1,379	\$ 613,014	0
418	OS	Open Space	4.6	0	0	0	\$ -	0
419	C	Commercial	19.3	0	355	6,841	\$ 3,041,442	0
420	HDR	High Density Residential	8.7	139	7	902	\$ 400,887	0
421	OS	Open Space	0.5	0	0	0	\$ -	0
422	OS	Open Space	17.2	0	0	0	\$ -	0
423	CC	Civic Center	21.8	0	291	6,347	\$ 3,362,581	0
424	MDR	Medium Density Residential	2.8	22	9	200	\$ 123,104	0
425	C	Commercial	9.7	0	355	3,447	\$ 2,179,594	0
426	MDR	Medium Density Residential	4.0	32	9	287	\$ 152,205	0
427	MDR	Medium Density Residential	1.7	13	9	121	\$ 78,574	0
428	C	Commercial	5.2	0	355	1,842	\$ 819,153	0
429	OS	Open Space	1.8	0	0	0	\$ -	0
430	MDR	Medium Density Residential	4.2	33	9	299	\$ 132,846	0
431	OS	Open Space	0.8	0	0	0	\$ -	0
432	MDR	Medium Density Residential	2.6	21	9	190	\$ 84,510	0
460	C	Commercial	1.2	0	355	430	\$ 4,034	1
461	C	Commercial	3.2	0	355	1,125	\$ 10,569	1
462	C	Commercial	2.6	0	355	919	\$ 8,635	1
463	C	Commercial	2.0	0	355	706	\$ 6,635	1
464	C	Commercial	2.0	0	355	724	\$ 6,801	1
465	C	Commercial	2.0	0	355	703	\$ 6,601	1
466	C	Commercial	0.4	0	355	135	\$ 1,267	1
467	PB	Other Public	0.5	0	291	137	\$ 1,284	1
468	LDR	Low Density Residential	0.3	1	9	10	\$ 95	1
469	HDR	High Density Residential	1.3	20	7	130	\$ 1,221	1
470	LDR	Low Density Residential	0.5	2	9	18	\$ 169	1
471	C	Commercial	2.0	0	355	724	\$ 6,801	1
472	OS	Open Space	0.2	0	0	0	\$ -	1
473	C	Commercial	2.0	0	355	692	\$ 6,501	1
474	C	Commercial	2.5	0	355	880	\$ 8,268	1
475	MDR	Medium Density Residential	2.1	17	9	151	\$ 1,420	1
476	HDR	High Density Residential	0.7	12	7	77	\$ 723	1
477	MDR	Medium Density Residential	1.3	11	9	95	\$ 893	1
478	HDR	High Density Residential	0.2	4	7	25	\$ 234	1
479	MDR	Medium Density Residential	0.5	4	9	38	\$ 358	1
480	LDR	Low Density Residential	1.1	4	9	39	\$ 365	1
481	LDR	Low Density Residential	2.7	11	9	95	\$ 896	1
482	PB	Other Public	0.2	0	291	67	\$ 629	1
483	LDR	Low Density Residential	2.4	10	9	86	\$ 811	1
484	LDR	Low Density Residential	1.8	7	9	63	\$ 592	1
485	PB	Other Public	0.2	0	291	70	\$ 656	1
486	LDR	Low Density Residential	0.7	3	9	25	\$ 233	1
487	LDR	Low Density Residential	0.7	3	9	26	\$ 240	1
488	PB	Other Public	0.4	0	291	125	\$ 1,175	1
489	LDR	Low Density Residential	1.6	6	9	57	\$ 538	1
490	LDR	Low Density Residential	1.7	7	9	60	\$ 568	1
491	LDR	Low Density Residential	1.7	7	9	62	\$ 582	1
492	PB	Other Public	2.0	0	291	579	\$ 5,439	1
493	PB	Other Public	1.7	0	291	486	\$ 4,564	1
494	LDR	Low Density Residential	1.6	6	9	58	\$ 548	1
Grand Total			8205.1	12649	TOTAL	312418	\$ 154,011,554	32250
file: K:\1proj\12x\1252\GPUUsed\demands081205.xls						\$ -	inside City \$ ->	\$ 853,052
Source: Terrance E. Lowell & Associates					Cost/ADT =			

## **APPENDIX B**

## **APPENDIX C**





**TABLE C2**  
**APPORTIONMENT OF COSTS**  
**WHEATLAND GPU**  
**MAJOR INFRASTRUCTURE**  
September 12, 2005

\* landusepci (A427-A708)

[illegible]

**TABLE C2**  
**APPORTIONMENT OF COSTS**  
**WHEATLAND GPU**  
**MAJOR INFRASTRUCTURE**  
**September 12, 2005**

- landusepld (A427-A708)

September 12, 2005

STREETS, Rev. 12/20/2006

TRAFFIC

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**TABLE C2**  
**APPORTIONMENT OF COSTS**  
**WHEATLAND GPU**  
**MAJOR INFRASTRUCTURE**  
**September 12, 2005**

- landusepl (A427-A708)

[illegible]











TABLE C2  
APPORTIONMENT OF COSTS  
WHEATLAND GPU  
MAJOR INFRASTRUCTURE  
September 12, 2005

\* landusepjd (A427-A708)

VILLAGE ZONING DESCRIPTION		STREETS, Rev. 1/30/2005		TRAFFIC		ACRES		DWELLING UNITS		ADJUTANT		TOTAL ADJ.		300		301		302		303		304		305		306		307		308		309		310		311		312		313		314		315		316		317		318		319		320		321		322		323		324		325		326		327		328		329		330		331		332		333		334		335		336		337		338		339		340		341		342		343		344		345		346		347		348		349		350		351		352		353		354		355		356		357		358		359		360		361		362		363		364		365		366		367		368		369		370		371		372		373		374		375		376		377		378		379		380		381		382		383		384		385		386		387		388		389		390		391		392		393		394		395		396		397		398		399		400		401		402		403		404		405		406		407		408		409		410		411		412		413		414		415		416		417		418		419		420		421		422		423		424		425		426		427		428		429		430		431		432		433		434		435		436		437		438		439		440		441		442		443		444		445		446		447		448		449		450		451		452		453		454		455		456		457		458		459		460		461		462		463		464		465		466		467		468		469		470		471		472		473		474		475		476		477		478		479		480		481		482		483		484		485		486		487		488		489		490		491		492		493		494		495		496		497		498		499		500	
VILLAGE NO	DESCRIPTION	ACRES	DWELLING UNITS	ADJUTANT	TOTAL ADJ.	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500																																																																																																																																																																																																																	
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TABLE C2  
APPORTIONMENT OF COSTS  
WHEATLAND GPU  
MAJOR INFRASTRUCTURE  
September 12, 2005

\* landusepd (A427-A708)

VILLAGE ZONING DESCRIPTION		TRAFFIC		STREETS, Rev. 1/20/2006		APPORTIONMENT OF COSTS		WHEATLAND GPU		MAJOR INFRASTRUCTURE		September 12, 2005																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
NO.	DESCRIPTION	ACRES	DWELLING UNITS	ADT/UNIT	TOTAL ADT	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	1229	1230	1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256	1257	1258	1259	1260	1261	1262	1263	1264	1265	1266	1267	1268	1269	1270	1271	1272	1273	1274	1275	1276	1277	1278	1279	1280	1281	1282	1283	1284	1285	1286	1287	1288	1289	1290	1291	1292	1293	1294	1295	1296	1297	1298	1299	1300	1301	1302	1303	1304	1305	1306	1307	1308	1309	1310	1311	1312	1313	1314	1315	1316	1317	1318	1319	1320	1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333	1334	1335	1336	1337	1338	1339	1340	1341	1342	1343	1344	1345	1346	1347	1348	1349	1350	1351	1352	1353	1354	1355	1356	1357	1358	1359	1360	1361	1362	1363	1364	1365	1366	1367	1368	1369	1370	1371	1372	1373	1374	1375	1376	1377	1378	1379	1380	1381	1382	1383	1384	1385	1386	1387	1388	1389	1390	1391	1392	1393	1394	1395	1396	1397	1398	1399	1400	1401	1402	1403	1404	1405	1406	1407	1408	1409	1410	1411	1412	1413	1414	1415	1416	1417	1418	1419	1420	1421	1422	1423	1424	1425	1426	1427	1428	1429	1430	1431	1432	1433	1434	1435	1436	1437	1438	1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TABLE C2  
APPORTIONMENT OF COSTS  
WHEATLAND GPU  
MAJOR INFRASTRUCTURE  
September 12, 2005

\* landuseadj (A427-A708)

VILLAGE ZONING DESCRIPTION		STREETS, Rev. 1/30/2006		TRAFFIC		ACRES		DWELLING		TOTAL		ADJUTANT		300		301		302		303		304		305		306		308		309		310		311		312		313		314		315		316		317		318		319		320		321		322		323		324		325		326		327		328		329		330		331		332		333		334		335		336		337		338		339		340		341		342		343		344		345		346		347		348		349		350		351		352		353		354		355		356		357		358		359		360		361		362		363		364		365		366		367		368		369		370		371		372		373		374		375		376		377		378		379		380		381		382		383		384		385		386		387		388		389		390		391		392		393		394		395		396		397		398		399		400		401		402		403		404		405		406		407		408		409		410		411		412		413		414		415		416		417		418		419		420		421		422		423		424		425		426		427		428		429		430		431		432		433		434		435		436		437		438		439		440		441		442		443		444		445		446		447		448		449		450		451		452		453		454		455		456		457		458		459		460		461		462		463		464		465		466		467		468		469		470		471		472		473		474		475		476		477		478		479		480		481		482		483		484		485		486		487		488		489		490		491		492		493		494		495		496		497		498		499		500		501		502		503		504		505		506		507		508		509		510		511		512		513		514		515		516		517		518		519		520		521		522		523		524		525		526		527		528		529		530		531		532		533		534		535		536		537		538		539		540		541		542		543		544		545		546		547		548		549		550		551		552		553		554		555		556		557		558		559		560		561		562		563		564		565		566		567		568		569		570		571		572		573		574		575		576		577		578		579		580		581		582		583		584		585		586		587		588		589		590		591		592		593		594		595		596		597		598		599		600		601		602		603		604		605		606		607		608		609		610		611		612		613		614		615		616		617		618		619		620		621		622		623		624		625		626		627		628		629		630		631		632		633		634		635		636		637		638		639		640		641		642		643		644		645		646		647		648		649		650		651		652		653		654		655		656		657		658		659		660		661		662		663		664		665		666		667		668		669		670		671		672		673		674		675		676		677		678		679		680		681		682		683		684		685		686		687		688		689		690		691		692		693		694		695		696		697		698		699		700		701		702		703		704		705		706		707		708		709		710		711		712		713		714		715		716		717		718		719		720		721		722		723		724		725		726		727		728		729		730		731		732		733		734		735		736		737		738		739		740		741		742		743		744		745		746		747		748		749		750		751		752		753		754		755		756		757		758		759		760		761		762		763		764		765		766		767		768		769		770		771		772		773		774		775		776		777		778		779		780		781		782		783		784		785		786		787		788		789		790		791		792		793		794		795		796		797		798		799		800		801		802		803		804		805		806		807		808		809		810		811		812		813		814		815		816		817		818		819		820		821		822		823		824		825		826		827		828		829		830		831		832		833		834		835		836		837		838		839		840		841		842		843		844		845		846		847		848		849		850		851		852		853		854		855		856		857		858		859		860		861		862		863		864		865		866		867		868		869		870		871		872		873		874		875		876		877		878		879		880		881		882		883		884		885		886		887		888		889		890		891		892		893		894		895		896		897		898		899		900		901		902		903		904		905		906		907		908		909		910		911		912		913		914		915		916		917		918		919		920		921		922		923		924		925		926		927		928		929		930		931		932		933		934		935		936		937		938		939		940		941		942		943		944		945		946		947		948		949		950		951		952		953		954		955		956		957		958		959		960		961		962		963		964		965		966		967		968		969		970		971		972		973		974		975		976		977		978		979		980		981		982		983		984		985		986		987		988		989		990		991		992		993		994		995		996		997		998		999		1000		1001		1002		1003		1004		1005		1006		1007		1008		1009		1010		1011		1012		1013		1014		1015		1016		1017		1018		1019		1020		1021		1022		1023		1024		1025		1026		1027		1028		1029		1030		1031		1032		1033		1034		1035		1036		1037		1038		1039		1040		1041		1042		1043		1044		1045		1046		1047		1048		1049		1050		1051		1052		1053		1054		1055		1056		1057		1058		1059		1060		1061		1062		1063		1064		1065		1066		1067		1068		1069		1070		1071		1072		1073		1074		1075		1076		1077		1078		1079		1080		1081		1082		1083		1084		1085		1086		1087		1088		1089		1090		1091		1092		1093		1094		1095		1096		1097		1098		1099		1100		1101		1102		1103		1104		1105		1106		1107		1108		1109		1110		1111		1112		1113		1114		1115		1116		1117		1118		1119		1120		1121		1122		1123		1124		1125		1126		1127		1128		1129		1130		1131		1132		1133		1134		1135		1136		1137		1138		1139		1140		1141		1142		1143		1144		1145		1146		1147		1148		1149		1150		1151		1152		1153		1154		1155		1156		1157		1158		1159		1160		1161		1162		1163		1164		1165		1166		1167		1168		1169		1170		1171		1172		1173		1174		1175		1176		1177		1178		1179		1180		1181		1182		1183		1184		1185		1186		1187		1188		1189		1190		1191		1192		1193		1194		1195		1196		1197		1198		1199		1200		1201		1202		1203		1204		1205		1206		1207		1208		1209		1210		1211		1212		1213		1214		1215		1216		1217		1218		1219		1220		1221		1222		1223		1224		1225		1226		1227		1228		1229		1230		1231		1232		1233		1234		1235		1236		1237		1238		1239		1240		1241	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TABLE C2  
APPORTIONMENT OF COSTS  
WHEATLAND GPU  
MAJOR INFRASTRUCTURE  
September 12, 2005

VILLAGE ZONING DESCRIPTION NO	ACRES	DWELLING UNITS	DUA/ ACRE	TRAFFIC		STREET FRONTAGE																			TOTAL STREET ADJ COST	APPLICABLE CR = 1 outside=0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
				TOTAL ADJT UNIT	TOTAL ADJ	400	401	402	403	404	405	408	409	464	467	468	470	474	475	477	478	479																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Urban Reserve	0.0	0	0.00	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00



TABLE C2  
APPORTIONMENT OF COSTS  
WHEATLAND GPU  
MAJOR INFRASTRUCTURE  
September 12, 2005

\* landusepdf (4427-A708)

fig: K:\1proj\22011232\GPU\usedemad\081205.xls

STREETS, Rev. 12/30/2006			TRAFFIC		STREETS, Rev. 12/30/2006																				TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 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12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 12/30/2006		TRAFFIC		STREETS, Rev. 1	
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**TABLE C2**  
**APPORTIONMENT OF COSTS**  
**WHEATLAND GPU**  
**MAJOR INFRASTRUCTURE**  
September 12, 2005

\* landusepci (A427-A708)

file: K:\1proj\12x\1252\GPUsedemands081205.xls

STREETS, Rev. 1/30/2006

STREET S. REV. 10-20-2005										TRAFFIC		APPLICABLE TO IN-LAND OUTLAND																	
VILLAGE ZONING NO.	DESCRIPTION	ACRES	DWELLING UNITS	B/LV ACRE	TOTAL ADJUTANTY	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	TOTAL ADJUTANTY	APPLICABLE TO IN-LAND OUTLAND			
400 MDR	Medium Density Residential	45.6	385	8.00	9	3,284	1.00	1.00	1.00	1.00	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 1,911,043	0		
401 OS	Open Space	5.0	0	0.00	0	0	0	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ -	0		
402 LDR	Low Density Residential	6.4	25	4.00	9	229	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 101,955	0		
403 LDR	Low Density Residential	19.3	77	4.00	9	684	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 348,748	0		
404 LDR	Low Density Residential	19.8	79	4.00	9	713	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 315,911	0		
405 MDR	Low/Medium Density Res.	64.6	323	5.00	9	2,998	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 1,591,135	0		
406 OS	Open Space	5.9	0	0.00	0	0	0	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ -	-		
407 MS	Middle School	20.0	0	0.00	50	1,000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 615,030	0		
408 LDR	Low Density Residential	118.6	474	4.00	9	4,270	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 2,420,488	0		
409 ES	K-5 School	9.4	0	0.00	60	471	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 324,100	0		
410 P	Park	2.5	0	0.00	25	61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 42,203	0		
411 H-DR	High Density Residential	41.1	130	16.00	7	847	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 955,308	0		
412 P	Park	6.1	0	0.00	25	103	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 45,571	0		
413 UR	Urban Reserve	285.0	0	0.00	0	0	0	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ -	-		
414 E	Employment	77.3	0	0.00	355	27,445	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 12,202,068	0		
415 MDR	Low/Medium Density Res.	20.0	100	5.00	9	2,253	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 403,940	0		
416 MDR	Low/Medium Density Res.	50.1	250	5.00	9	2,925	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 1,385,477	0		
417 MDR	Medium Density Residential	19.2	153	8.00	9	1,279	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 613,074	0		
418 OS	Open Space	4.6	0	0.00	0	0	0	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ -	-		
419 C	Commercial	19.3	0	0.00	355	6,841	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 402,867	0		
420 H-DR	High Density Residential	6.7	199	16.00	7	932	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ -	-		
421 OS	Open Space	0.7	0	0.00	0	0	0	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ -	-		
422 OS	Open Space	17.2	0	0.00	0	0	0	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ -	-		
423 CC	Civic Center	21.8	0	0.00	291	6,347	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 3,362,681	0		
424 MDR	Medium Density Residential	2.8	22	8.00	9	200	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 123,104	0		
425 C	Commercial	9.7	0	0.00	355	3,447	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 2,179,984	0		
426 MDR	Medium Density Residential	4.0	32	8.00	9	287	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 152,205	0		
427 MDR	Medium Density Residential	1.7	13	8.00	9	121	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 78,574	0		
428 C	Commercial	5.2	0	0.00	355	1,842	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 819,153	0		
429 OS	Open Space	1.8	0	0.00	0	0	0	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ -	-		
430 MDR	Medium Density Residential	4.2	33	8.00	9	299	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 132,846	0		
431 OS	Open Space	0.8	0	0.00	0	0	0	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ -	-		
432 MDR	Medium Density Residential	2.6	21	8.00	9	190	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ -	-		
460 C	Commercial	1.2	0	0.00	355	430	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 4,034	1		
461 C	Commercial	3.2	0	0.00	355	1,125	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 10,589	1		
462 C	Commercial	2.6	0	0.00	355	919	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 6,935	1		
463 C	Commercial	2.0	0	0.00	355	709	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 6,801	1		
464 C	Commercial	2.0	0	0.00	355	724	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 6,601	1		
465 C	Commercial	2.0	0	0.00	355	703	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 1,267	1		
466 C	Commercial	0.4	0	0.00	355	135	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 1,284	1		
467 PB	Other Public	0.5	0	0.00	291	137	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 95	1		
468 LDR	Low Density Residential	0.3	1	4.00	9	10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 1,221	1		
469 H-DR	High Density Residential	1.3	10	16.00	7	130	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 169	1		
470 LDR	Low Density Residential	0.5	2	4.00	9	16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 6,801	1		
471 C	Commercial	2.0	0	0.00	355	724	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 6,801	1		
472 OS	Open Space	0.2	0	0.00	0	0	0	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ -	-		
473 C	Commercial	2.0	0	0.00	355	692	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 6,501	1		
474 C	Commercial	2.5	0	0.00	355	880	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 8,288	1		
475 MDR	Medium Density Residential	2.1	17	8.00	9	151	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$ 1,420	1		
476 H-DR	High Density Residential	0.7	12	16.00	7	77	1.00	1.00	1.00	1.00	1.00																		